Amendments to the Specification

Please replace paragraph [0009] with the following amended paragraph:

First and second attachment members operatively connect the first and second hub assemblies to a support frame, respectively. Each of the first and second attachment members comprises a housing or body having a base with mounting apertures, and a through hole that receives the bushing to which the respective ~~the a respective~~ hub assembly is rotatably mounted. Each of the attachment members may be configured so that they can accommodate variations in axle or wheel flange rotation such as runout or wobble, and misalignment. Preferably, a sleeve of resilient material is positioned between the inner surface of the through hole and the outer surface of the bushing. The inner sleeve of resilient material enables the attachment members to accommodate misaligned axles or wheel flanges and/or axles or wheel flanges that have rotational variations such as wobble and runout.

Please replace paragraph [0042] with the following amended paragraph:

A tensioning member 210 is operatively connected to the support frame 130 and upper idler rollers 230 that serve to position the endless track 38 above the second hub assembly 80 in a non-contacting relation. One end 212 of the tensioning member is pivotally connected to the support frame 130 while the other end 214 of the tensioning member 210 is movably adjustable relative thereto by an adjustment mechanism 218. The adjustment mechanism 218 comprises a shaft 220 having one end that is pivotally connected to the tensioning member 210 at connection point 216 and another end that is provided with a threaded shaft 222 having a free end. The free end of the threaded shaft 222 is received within an aperture in an angled extension 224. The threaded shaft 222 is provided with one or more nuts 226 that are used to adjust a resilient member 228 that is positioned on the threaded shaft 222 adjacent the angled extension 224. The force of the resilient member 228 that is imparted to the tensioning member 210

can be adjusted by moving the nuts 226 along the threaded shaft 222 (see also, Figures 3, 12 and 13).

Please replace paragraph [0047] with the following amended paragraph:

The first attachment member 100, which is adjustably connected to the support frame 130, is provided with a body or housing 102 having a through hole 104, and a base 106 ~~102~~ that has attachment apertures 108 ~~104~~ that permit the first attachment member 100 to be attached to a first adaptor plate 160 in one of several orientations. As will be discussed later in greater detail, the first adaptor plate 160 allows the first attachment member 100 to be attached to the support frame 130 in various longitudinal as well as a transverse directions using conventional fastening elements (not shown).

Please replace paragraph [0049] with the following amended paragraph:

A feature of the first adaptor plate 160 is that the mounting apertures 174 are located off-center with respect to the longitudinal axis of the first adaptor plate 160. This permits the first adaptor plate 160 to be adjusted transversely with respect to the support frame 130 by either inverting the adaptor plate (so that the bottom surface ~~162~~ 164 faces up) or by turning it around (so that the front and rear ends 166, 168 of the first adaptor plate point towards the rear and front ends 132, 134, respectively, of the support frame 130). It will be understood that whenever the first adaptor plate ~~130~~ 160 is repositioned, the first attachment member 100 must also be repositioned.

Please replace paragraph [0050] with the following amended paragraph:

The second attachment member 112, which is also adjustably connected to the support frame 130, is limited to adjustments in the transverse direction. The second attachment member 112 is provided with a base 114 having attachment apertures 116 that permit the second attachment member 112 to be operatively connected to a suspension

system 190 using fastening elements 118. As depicted, the suspension system 190 comprises a square tube that is sized to rotatingly receive a square rod. The ends of the square rod are splined to ends 196, 202 of first and second arms 194, 200, whose opposing ends 198 and 204 are pivotally attached to the support frame 130. Resilient inserts 206, positioned between the outer surface of the square rod and the inner surface of the square tube, resist rotation of the square rod relative to the square tube. Together, the square tube, square rod, resilient members 206, first and second arms 194, 200, and the second support member 112, form an articulating connection 192.

Please replace paragraph [0053] with the following amended paragraph:

An embodiment of the first hub assembly 40 and the first attachment member 100 are depicted in Figures 4 and 5. Starting on the right side of Figure 4, a wheel axle 12 having a wheel flange 14 and a plurality of lugs 16 are depicted. To the left is a hub assembly 40 comprising an adaptor disc 42 with a circumferential flange 44 a spindle 46. The adaptor disc 42 is provided with two sets of apertures 48 and 50 that are arranged in concentric rings about the axis of rotation 18 ~~of rotation~~. The innermost set of apertures 48 is used to attach the adaptor disc 42 to the wheel flange 14 of a vehicle (see Figure 5, note that the wheel lug nuts have been omitted), while the outermost set of apertures 50, located on the circumferential flange 44 is used to attach the sprocket 60 thereto (see, for example, Figure 3). The hub assembly 40 is rotatably mounted to a bushing 56 using conventional bearings 58. A sleeve 110 of resilient material is positioned between the exterior surface of the bushing 56 and the inner surface of the through hole 108 of the first attachment member 100. This permits movement between the first hub assembly 40 and the first attachment member 100, wherein the track assembly is able to accommodate wheel axles that are misaligned, or wheel flanges that have irregular rotational movement such as runout and wobble. Preferably, the sleeve 110 of resilient material is elastomeric. Optionally, the sleeve of resilient material may be provided with differential durometer hardness rates to enable the resilient material to preferentially flex in certain directions. For example, the durometer rates

could be higher for the upper and lower portions of an installed sleeve, while the durometer rates could be lower in the forward and rearward portions of the installed sleeve. It will be appreciated that the second hub assembly 80 and the second attachment member 112 are similarly constructed, only that with the second hub assembly 80 the ~~assembly 80, the~~ adaptor disc does not have a circumferential flange. Thus, the second hub assembly will not be discussed in detail.

Please replace paragraph [0057] with the following amended paragraph:

Figure 10 illustrates, in greater detail, the first attachment member 100 as it may be configured for vehicles having a short axle length. For attachment to a short axle length vehicle, the sprocket 60 is attached to the outer attachment surface 54 of the circumferential flange of the first hub assembly (see, Figure 7) using fastening elements 55. This positions the sprocket 60 so that the plane of the track receiving surface 68 is offset outwardly away from the vehicle. Meanwhile, the first attachment member 100 is positioned adjacent one side 172 of the adaptor plate 160 so that it partially extends therebeyond. Note, in this instance, the cutout 176 is on the ~~176 on the~~ outboard side 170 of the adaptor plate 160. Additional support for the adaptor plate 160 may be provided by an extension or flange 138 having a plurality of mounting apertures (see, Figure 3) and one or more gussets 139, which are attached to the support frame 130.

Please replace paragraph [0058] with the following amended paragraph:

Figure 11 illustrates, in greater detail, the first attachment member 110 as it may be configured for vehicles having a long axle length. For attachment to a long axle length vehicle, the sprocket 60 is attached to the inner attachment surface 52 of the circumferential flange of the first hub assembly (see, Figure 5) using fastening elements 55. This positions the sprocket 60 so that the plane of the track receiving surface 68 is offset towards the vehicle. Meanwhile, the position of the adaptor plate 160 is reversed so that the side 170 with the cutout 176 now faces inwardly. Note that the first

attachment member 100 is positioned adjacent the same side 172 of the adaptor plate as before, however, in this instance, the orientation of the first attachment member 100 is reversed so that it now faces toward the opposite side 170 (the side with the cutout) of the adaptor plate 160.

Amendments to the Drawings:

The attached sheets of drawings include changes to all of the Figures. Generally, all of the Figures have been renumbered using uniformly shaped characters. Figures 1, 2, 8-15 have been isolated, rotated 90 degrees, enlarged and renumbered with uniformly shaped numbers.

In addition, the following changes have been made:

Elements 102, 104, 106, and 108 have been renumbered 106, 108, 102, and 104, respectively, in Figures 4 and 5.

In Figure 8, fastening and securing elements have been provided for the wheels, the attachment member, the adaptor plate, and the tensioning member. This brings Figure 8 into comportment with Figure 9.

In Figure 9, the sprocket was mistakenly number 160. It has been renumbered as 60.

In Figures 10 and 11, the fastening elements used to connect the sprocket to the adaptor plate were mistakenly identified as 62. They have been renumbered as element 55. Additionally, fastening elements in Figure 10 have been redrawn.

In Figure 12, nuts have been provided for the tensioning member 220-222. This brings Figure 12 into comportment with Figure 13.

In Figure 13, element 116 has been renumbered as 118.

Attachment: Replacement Sheets
Annotated sheets Showing Changes